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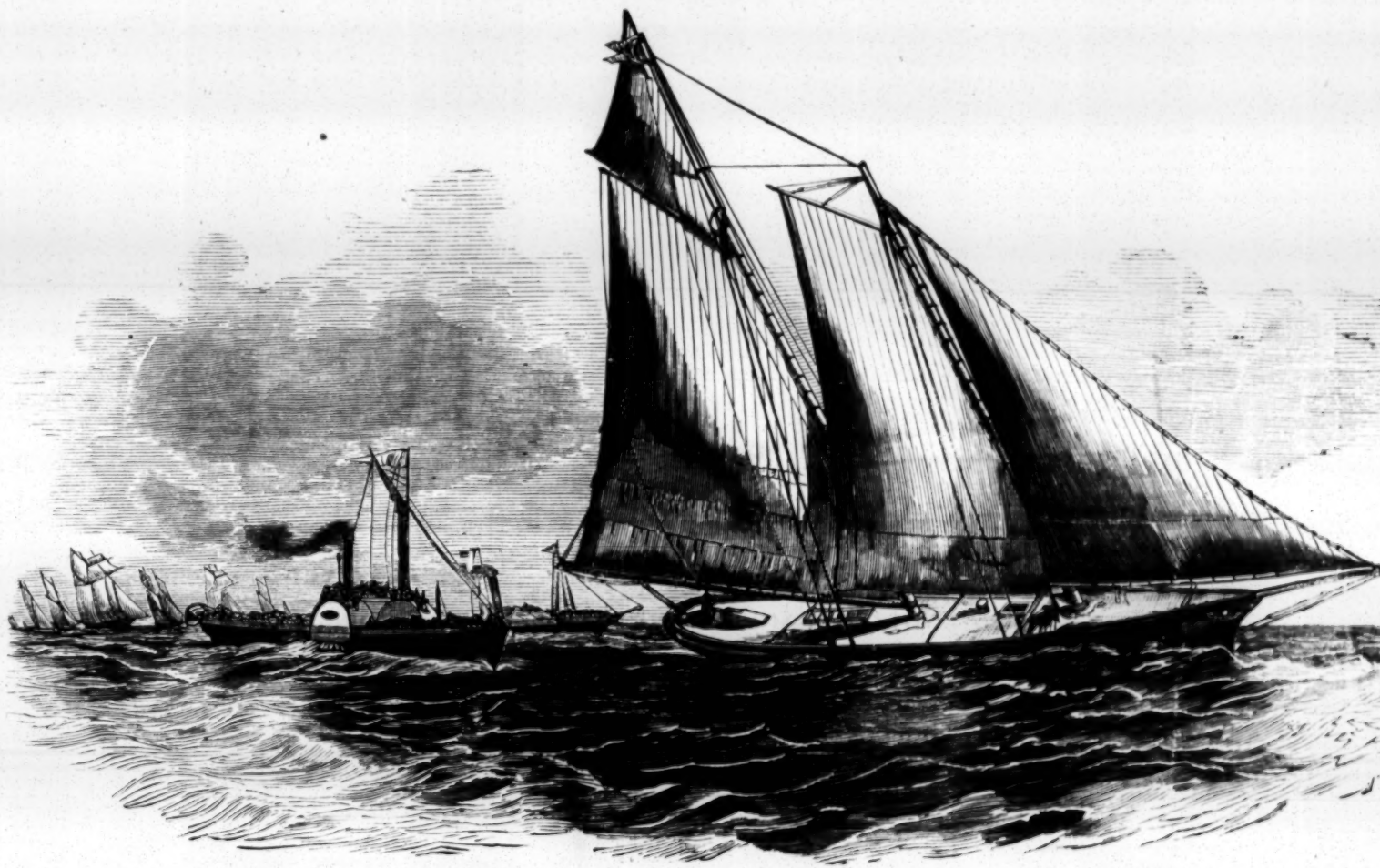
THE AMERICA CUP YACHT RACES.

At this time, when the public interest is centered on the international races between the famous British cutter *Genesta* and that splendid specimen of home production the sloop *Puritan*, for the possession of the Royal Yacht Squadron Cup, so gratifyingly won by the schooner *America* thirty-four years ago, the following description of the race in which the representative of Yankee blood showed her heels to the English fleet will prove interesting reading. We therefore reproduce an engraving of the race and the London correspondence of the old *Spirit of the Times*. This *CLIPPER* not having been in existence in 1851, and the old *Spirit* finally ceasing publication nine years later. The *America* arrived off Cowes on Aug. 2, and the race here recounted was for the Royal Yacht Squadron Cup. She subsequently entered for the Queen's Cup, but a six-knot breeze being lacking, she did not compete for it.

LONDON, Aug. 29, 1851.

England threw down a challenge to all nations to join her in a contest with her speediest yachts at the Isle of Wight. Other Jonathan accepted the challenge, and sent across the Atlantic a third-rate craft (for it is stated here by Americans that the *Maria*, which beat the *America* was herself beaten). The beautiful schooner-yacht *America* quietly dropped her anchor in Cowes Roads several weeks since, and occasionally she played about the waters of the Solent. Her movements began to wake up John Bull, who had been comfortably seated in his arm-chair, waiting for the grand regatta of Aug. 22, 1851. The rapid flight of the *America* over the water during a few trials excited the deepest interest, till at length it was openly stated in nautical circles that, if "the Yankee craft" should have her "six-knot breeze" she would prove a hard customer. Commodore Stevens, in behalf of the New York Yacht Club, had offered to make a match for any sum under ten thousand pounds to sail against any English yacht. This was a bold and princely challenge, as it was given by a stranger in strange waters and in the presence of all the yachts of Great Britain, number one, it is said, about eight hundred. Suffice it to state, this challenge was not accepted till many days after it was given, and the pithy sum of one hundred pounds was named as the stakes by Robert Stephenson, the well-known engineer and owner of the *Titania*, a schooner of 100 tons. The Royal Yacht Club offered to add an equivalent. This match was to have taken place yesterday.

THE AMERICA BEATS THE BRITISH FLEET. Friday last, Aug. 22, was an important day at the Isle of Wight. All the windows of the houses hot and shops at Cowes and Ryde, and the beach, were crowded with spectators. The multitude came from all quarters. At 10 o'clock A. M. the signal-gun for sailing was fired, and before the smoke had well cleared away the whole of the beautiful fleet was under weigh, moving steadily to the east with the tide and a gentle breeze. "The start," says *The London Times*, "was effected splendidly, the yachts breaking away like a fleet of racehorses; the only laggard was the *America*. Steamers, shore-boats and yachts of all sizes buzzed along on each side of the course, and spread away for miles over the rippling sea—a sight such as the Adriatic never beheld in all the pride of Venice; such, be it thought we are, as no other country in the world could exhibit, while it is confessed that anything like it was never seen even in the annals of yachting." Following are the names of the yachts entered, their tonnage, and own names: Schooners—*Brilliant*, a three-master, 392 tons, G. H. Ackers; *Constance*, 218, Marquis of Conyngham; *Wyvern*, 20, Duke of Marlborough; *America*, 170, J. C. Stevens; *Beatrice*, 161, Sir W. P. Carey; *Gipsy Queen*, 163, Sir H. B. Houghton; *Fernando*, 127, Major Hartyn; *Titania*, 100, R. Stephenson; *Iron*, 75, A. Hill; Cutters—*Alarm*, 193, J. Weld; *Arrow*, 84, T. Chamberlayne; *Mona*, 82, Lord A. Paget; *Bacchante*, 80, B. H. Jones; *Stella*, 65, R. Frankland; *Freck*, 60, W. Curling; *Eclipse*, 50, H. S. Fearon; *Volante*, 48, J. L. Craigie; *Aurora*, 47, T. Le Merchant. The *Titania*, *Stella* and *Fernando* did not start. The *Gipsy Queen* took the lead, followed by the *Beatrice*, with the *Volante*, *Arrow*, *Constance* and others behind. The *America* went easily for some time under mainsail, with a small gaff-top-sail, fore-staysail and jib, while her opponents had out every rag that the club regulations allow. The *America* crept along



THE SAUCY AMERICA WHICH WON THE CUP OFF COWES IN 1851.

and passed several cutters to windward, and in fifteen minutes she had left them all behind except the *Constance*, *Volante*, *Bacchante* and *Gipsy Queen*. As the *Volante* passed the *America*, great was the delight of the patriotic; but the nautical cognoscenti shook their heads and said the triumph would be short-lived, that the breeze was freshening, and then the sprightly cutter must give way, though she was leading the squadron at the time. At 10.30 the *Gipsy Queen* caught a draught of wind and ran past the *Volante*, the *Constance*, *America*, *Arrow* and *Alarm* being nearly in a line. At 10.45 the breeze again freshened for a short time, and the *America* passed the *Arrow*, *Constance* and the *Alarm*, but could not shake off the *Volante* nor come up to the *Gipsy Queen*. The *Sandheads* were rounded by the *Volante*, *Gipsy Queen* and *America*, without any perceptible difference in point of time. At 11 o'clock, the last being apparently to leeward. Again the wind freshened, and the yachts came rushing up before it, the run from the *Sandheads* being most exciting and well-contested. The yachts were timed off Noman's Land Buoy, and the character of the race at this point may be guessed from the result: *Volante*, 11.07.00; *Freck*, 11.08.20; *Aurora*, 11.08.30; *Gipsy Queen*, 11.08.45; *America*, 11.09.00; *Beatrice*, 11.09.15; *Alarm*, 11.09.20; *Arrow*, 11.10.00; *Bacchante*, 11.10.05. The others were staggering about in the rear, and the *Wyvern* soon afterwards hauled her wind and went back toward Cowes. The wind now blew more steadily, and the *America* began to show a touch of her quality. Whenever the breeze took the line of her hull, all her sails set as tight as a drumhead, and without any careening or staggering, she walked along past cutter and schooner, and, when off Broding, had left every vessel of the squadron behind, save the *Volante*, which she overtook at 11.30, when she very quietly hauled down her jib, as much as to say she would give her rival every odds, and laid herself out for the race around the back of the island. The weather showed symptoms of improvement; a few seahorses waved their crests over the water, the highlands put on their fleecy nightcaps of cloud, and the horizon looked delightfully threatening. "The Yankee" now fairly flew, leaping over—not against the water—and adding to her lead every instant. The wind was the much-desired six-knot breeze, and the *America*'s way was now under mainsail; and so fast did she go away under mainsail, foresail and fore-staysail that it required the utmost of the crew to keep alongside. This was her quickest bit of sailing, for on rounding the east point of the island it was necessary to beat to the westward in order to get along the back of the Wight. At 11.37 the *Arrow*, *Bacchante*, *Constance* and *Gipsy Queen* stood away to the north, to round the Nab, imagining, most probably, that it was requisite to do so, as the usual course is to go outside the lightship, though the cards did not specify it on this occasion. The *America* and most of the other yachts kept their course around the

Foreland and by Bainbridge. She ran past the black and white buoys at a tremendous rate, and at 11.47 tacked to the west and stood in toward the Culver cliffs, the nearest yacht being at least two miles to leeward or astern of her. At 11.58 she stood out again to the southeast, and, having taken a stretch of a mile or so, went about and ran in towards Sandown. The breeze died off at this point, and, to keep the cutters and light craft off, the *America* hoisted her gaff-top-sail and jib once more. Under Shanklin Chine the set of the tide ran heavily against her; but still there was nothing to fear, for her rivals were miles away, some almost hulled down. While the *America* was running under Dunsae her jibboom broke short off, an accident which gave her opponents an advantage of from fifteen to twenty minutes, but the *Volante*, *Freck* and *Aurora* were miles astern. The wind fell off for more than an hour, and it was slow work stretching along the coast, and against the tide; but just after three o'clock the breeze freshened from W. S. W. half W., and the *America* slipped along, making tacks with great velocity, and stood well up to windward. Her superiority was so decided that several of the yachts were, and returned to Cowes in despair; and for about a half hour the New York boat increased her lead every second, flew past St. Lawrence towards Old Castle at 3.30, while the *Bacchante* and *Eclipse*, which had been working along steadily and honestly, were about two and a half miles to leeward of and behind her. Farther away still were visible five or six others, some hulled down, more dipped still further, digging into the tide way ashore as they could, and lying into the wind as well as their sails might stand it. The *America* had by this time got the wind on her quarter, having gone around Rokene-end, and thus having a tolerably fair course from the south to N. W. up to the Needles, the wind being light and the water somewhat broken. At 5.40 the *Aurora*, the nearest yacht, was about eight miles astern, and the remainder of the squadron were not to be seen! At 6.30, on turning towards the Needles, not a sail was in sight! The wind had fallen, and the *America* took a long time in going from Hurst Castle to the winning flag, which she reached at 8.35. The *Aurora* arrived at 8.55, the *Bacchante* at 9.30 and the *Brilliant* not until 1.20 A. M. Saturday, Aug. 23. The announcement at Cowes that the *America* had won the prize was received with tremendous shouts and cheers. It was by some feared that she had not followed the proper course, as, in passing the Nab Light, she had gone inside instead of rounding outside, and on the 23d the owner of the *Brilliant* sent a protest to the commodore of the Royal Yacht Club against the cup being given to the *America*. The instructions to Commodore Stevens said nothing about the Nab Light, and a committee of the club unanimously decided that his vessel had fairly won the prize; for, even if she had gone around the Nab, she would still have been ahead of the whole squadron, as the difference in distance

was only about two miles. Thus terminated one of the most exciting regattas ever known. Orders for a number of yachts, after the model of the *America*, have already been given to eminent builders by noblemen and gentlemen.

THE AMERICA DEFEATS THE TITANIA.

On Aug. 23 following the *America* defeated the *Titania*, in a match for £1000 a side, from the Nab S. S. E. twenty miles and back.

THE AMERICA'S LATER HISTORY.

Not long afterwards the *America* was sold to the Hon. John de Blaquiere, a captain in the Indian army, for £5,000. At an early period in the late Civil War she was captured while endeavoring to run the blockade at one of the Southern ports, and, becoming the property of the Government, she was added to the navy. The *Navy Register* for the year ending Sept. 1, 1862, located her in the South Atlantic Squadron, and the following Summer she was at the Portsmouth (N. H.) Navy-yard, next under the schooner ship *Marion*. The *Register* for 1867 located her at the Naval Academy, Annapolis, where, we believe she remained the greater part of the time until she was entered for the second race for the trophy won by her in 1851, which race took place over the course of the N. Y. Yacht Club Aug. 8, 1870, being the result of a challenge from James Ashbury, Commodore of the Royal Harwich Yacht Club, who entered the *Cambria*. The race was won by the *Magie*, defeating a fleet of sixteen, of which the old *America* (called by Charles Brown, the son of the man who sailed her in English waters) was fourth in reaching the goal and the *Cambria* tenth. The Government offered her for sale in June, 1873, and she was purchased by Gen. B. F. Butler, who caused her to be considerably altered, and entered her in the Isles of Shoals regatta, commencing July 24, 1875. The contest between the first-class vessels ended unsatisfactorily, owing to the drifting of the second turning-buoy far out of its proper position, the judges awarding the prize to the *Rambler*, she being the only vessel which succeeded in finding and rounding the missing boat. The *America* subsequently—July 31 and Aug. 2—defeated Rufus Hatch's yacht *Resolute* in two races at the same place, the distance in each being about thirty-nine miles. She is still the property of Gen. Butler, who, upon the reception by the N. Y. Y. C. of the challenge which led to the present week's important contests, proposed to put the staunch old craft in thorough racing condition, with a view to defending the trophy which she had won so many years ago. The committee, however, considered that it would be folly to entrust the defense of the cup to a boat which they were satisfied was far inferior in point of speed to the modern cutter which was thought good enough to send so far for the purpose of winning it, so the proposition of the patriotic owner of the *America* was not accepted. The dimensions of the *America* at the time she sailed away from the squadron in 1851 were: Length on deck, 95ft.; length

at load-water-line, 90ft.; extreme breadth of beam, 22ft. 6in.; extreme draught, 11½ft. THE AMERICA CUP RACES IN 1871.

Not discouraged by his failure to carry back the coveted prize in the *Cambria* in 1870, Commodore Ashbury made another attempt with a new schooner, the *Livonia*, during the following year. Five races were sailed for the cup in October, the *Columbia* and *Sappho* each winning two and the *Livonia* defeating the *Columbia* once. Five years later, in 1876, the newly built centreboard schooner *Countess of Dufferin*, representing the Royal Canadian Yacht Club of Toronto, was pitted against the schooner *Madeleine*, N. Y. Y. C., in two races for the cup, in both of which the superiority of the latter was conclusively demonstrated. The next challenger was the *Bay of Quinte* Yacht Club of Canada, who sent the centreboard sloop *Alanta* to contend for the trophy. The fast-sailing *Mischief*, N. Y. Y. C., was selected to meet the newcomer, and they sailed two races, Nov. 9 and 10, 1881, the first being over the regular course of the New York Club, and the other over a course sixteen nautical miles to leeward of Buoy No. 5 and return. Both races were easily won by the *Mischief*. The expense attending the prosecution of the cup under the old deed of gift caused the club to return it to its donor, Mr. George R. Schuyler, on Dec. 15, 1882. It was reacquired by the club on Feb. 2, under these new conditions:

Any organized yacht club of a foreign country incorporated, patented or licensed by the Legislature, Admiralty or other executive department, having for its annual regatta an ocean watercourse on the sea or on an arm of the sea (or one which combines both), practicable for vessels of 300 tons, shall always be entitled, through one or more of its members, to the right of sailing a match for this cup with a yacht or other vessel propelled by sails only, and constructed in the country to which the challenging club belongs, against any one yacht or vessel as aforesaid constructed in the country of the club holding the cup.

The yacht or vessel to be of not less than 30 nor more than 300 tons, measured by the Custom-house rule in use by the country of the challenging party.

The challenging party shall give six months' notice in writing, naming the day for the proposed race, which day shall not be less than seven months from the date of the notice.

The parties intending to sail for the cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowance, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then the challenging party shall have the right to contest for the cup in one trial, sailed over the usual course of the annual regatta of the club holding the cup, subject to its rules and sailing regulations, the challenged party not being required to name its representative until the time agreed upon for the start.

Accompanying the six months' notice, there must be a Custom-house certificate of the measurement, and a statement of the dimensions, rig, and color of the vessel.

No vessel which has been defeated in a match for this cup can be again selected by any club for its representative until after a contest for it by some other vessel, has intervened, or until after the expiration of two years from the time such contest has taken place.

Upon James Ashbury, Commodore of the Royal Harwich Yacht Club, who entered the *Cambria*, was the contest is to take place.

It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof or owner of the vessel, winning it in a match, and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

The challenge which resulted in the arranging of the races sailed this week was received per cable Feb. 26 last, from J. Beaver Webb, acting for Sir Richard Sutton and Lieutenant W. Henn, R. N., respectively owners of the *Genesta* and *Gaitea*, both of which vessels were designed by Mr. Webb. Considerable correspondence ensued between the challenger and the committee of the N. Y. Y. C., consisting of Philip Schuyler, J. F. Tamm, C. H. Stephens, Jules A. Monant and Jos. H. Busk, the result of which was that the owner of the *Gaitea* agreed to sail her against the yacht selected by the committee in case the *Genesta* failed to win the cup. Mr. Webb finally assented to all the conditions imposed upon the challenger by the deed of gift, although he originally objected to the time allowance, deeming that it should be the mean of that of the New York Yacht Club and that of the Yacht Racing Association of Great Britain.

Convinced that there would be small chance of the prize being retained if his defense was entrusted to any one of the sloops then owned in America, and impressed with the importance of making its retention as sure as possible, the New York Club's flag-officers issued a call for models, and finally gave to A. Cary Smith, the well-known designer, an order for a centreboard iron sloop of about the same length as the British boats, and she was built by the firm of Harlan & Hollingsworth of Wilmington, Del., rigged in this city and christened the *Priscilla*. The Eastern Yacht Club,

whose members are mostly wealthy Bostonians, first with patriotic zeal, and gave an order to Edward Burgess a successful New England builder, for a centre-board sloop which was constructed at George Lawley's yard, City Point, launched May 26, and named the Puritan. She sailed her maiden race in the regatta of the Eastern Yacht Club on June 30 a distance of thirty miles when she won, defeating the schooners Fortuna, Grana, America, Monahan, Phantom, Fearless, Adriatic, Melia, Rebecca, the ketch Thorpe and the cutters Ilex and Huron. She defeated the original winner of the America Cup by 14m. 15s. In her second race over a triangular course of forty-five miles in a fierce wind and through heavy, lumpy seas off Newport for the Great Cup she beat the Priscilla by 10m. 15s. In the first of the trial races between the two candidates for the honor of defending the cup over a course twenty miles to sea and back, through fall seas and in a very westerly breeze, Aug. 21 the Puritan beat the Priscilla, 11m. 12s. making the best time ever recorded over that course. In the second trial race on the following day over the triangular outside course the Puritan was beaten by the Priscilla owing to light winds and a fortunate wind by 5m. 25s. The Puritan was victorious in the third race over the regular club course, coming within twenty seconds of the best time on record over it. She beat the Priscilla by forty-one seconds actual time, and one minute fifty-two seconds corrected time. The Puritan's dimensions are: 30 feet in length over all, 11.10ft. at the water-line, 22 feet 7 inches extreme beam, and 4 feet 5 inches draught; mast from deck to hounds, 65 feet; topmast, 44 feet; bowsprit, outboard, 26 feet; boom, 75 feet; gaff, 47 feet; spritboom, 52 feet. All her spars are of Oregon pine. Her hull has been redressed somewhat since she was launched. She now carries 27 tons of lead on the bottom of her keel, and 17 tons inside. On Sept. 1 her white hull changed color owing to a dose of black lead and varnish to make her slippery.

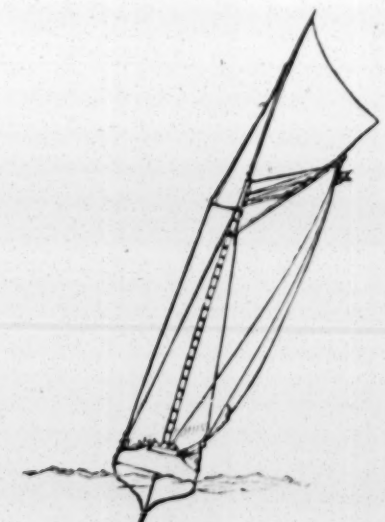
The Genesta was built by Henderson Brothers on the Clyde. Her dimensions are: Length over all, 41 feet; length on water-line, 31 feet 6 inches; beam, 21 feet; depth of hold, 11 feet 6 inches; draught, 13 feet 6 inches. The height of her mast from deck to hounds is 52 feet; topmast from 50 to sheave, 44 feet 6 inches; length of boom, 75 feet; gaff, 46 feet; bowsprit, outboard, 26 feet; spritboom, 52 feet; mast from deck to hounds, 65 feet; topmast, 44 feet. Out of thirty-four races sailed she won only seven, in one of which she had no competitor and was beaten seven times by the cutter Marguerite, six times by the cutter Ilex, six times by the yawl Larva, four times by the cutter Tara, three times by the yawl Wedder, and once by the cutter Marguerite. She took second place eight times, third place twice, and was defeated seventeen times. Two of her races were won in light or variable breezes and the rest in steady fresh or strong breezes. The crew of the Genesta consisted of Captain John Carter, Pilot Joe Nelson, Mate William Foggate and sixteen seamen. That of the Puritan includes Captain Aubrey Crocker, Pilot Joe Elsworth and about seventeen able seamen, among whom are a mate and three men from the crew of the schooner Graying. Each vessel also carries half a dozen or more yachtmen.

On this page we present an illustration of the Genesta. It is from a photograph taken of her by the enterprising New York Times, which in the matter of "catching her" equipped all of its contemporaries, and besides, set before the public an engraving that, for artistic work, is far beyond the average productions in the pictorial line of a daily newspaper. It was published in *The Times* of Sept. 6, along with sectional views of the vessel, and was republished on Sept. 7 in conjunction with an illustration of the Puritan when she was near white, which we also reproduce on this page, so that in this issue of *The Clipper* the reader will see facsimiles of the winning schooner of 1891 and the contesting sloop of 1892.

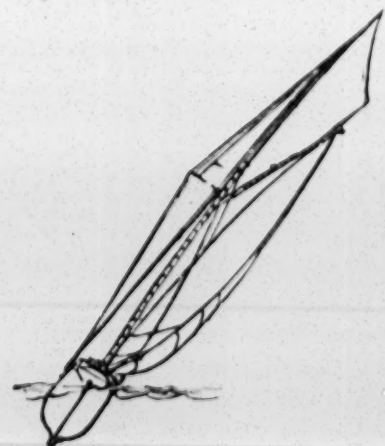
If the reader will stand upon his head for a moment, he will see that the heretofore mysterious Genesta is with her bowsprit omitted a veritable jockey-cap, the water-line indicating the line around which John Bull will wear a cape if she is defeated. It is a broadside view.



The accompanying engravings, which we have cut from *The Sun* of Sept. 6, show the heeling of the Puritan when close-hauled in a whole-sail breeze.



This one illustrates that, close-hauled in the same breeze, the English yacht becomes what may be termed "well-heeled".



The official measurement of the two vessels, that of the Puritan having been taken of Tompkinsville, Staten Island, on Sunday last, is appended, the scale being that of the New York Yacht Club, which differs so much from the Thames rule, that under the latter the Puritan would be rated as of twice the tonnage of the Genesta (100 to 50), whereas the New York Club's standard puts the actual displacement of the Genesta at 130 tons, and the Puritan's at 105. The Thames law favors narrow and deep vessels, and handicaps beamy ones. It assumes the depth of a vessel to be one-half her beam, and so she could have endless depth to hold up under tall spars without that portion of her hull

which is below one-half her beam being counted in her tonnage. The allowance the Puritan has here to make to the Genesta is as nothing compared with what, under the Thames measurement, she would have to accorder. It may be added that it is this Thames rule that has made the English cutter what she is to-day, the object being to acquire size so as to avoid being handicapped for possessing it. Time was when the cutter was the same in hull as the ordinary yacht, the departure being in the rig. Now she is deep, narrow, keel-weighted single-master, with a house-like bowsprit, and a mainsail not laced to the boom. The single mast, the reefing bowsprit and the unlaced mainsail were the characteristics of the English cutter when the America sailed against everything. The figures subjoined show how much more ballast the narrower boat has to carry on her

keel to keep her up, and yet how much more sail the vessel of greater beam can carry:

	Genesta.	Puritan.
Length over all, feet	36.04	93
Length on water line, feet	21.06	81.01
Beam, feet	15	22.58
Draught of water, feet	13.05	8.44
Displacement, tons	150	105
Ballast on keel, tons	70	27
Sail area, per N. Y. Y. Club formula, square feet	7,387	7,982
Type of model	Keel	Centre'd
Height of sail plan, feet	97.02	102.01
Base of sail plan, feet	140.05	144.06
Sailing length, N. Y. Y. C. rule, feet	83.08	83.55
Mast from deck to hounds	52	61
Extreme boom	70	76
Bowsprit, outboard	36.06	38
Spritboom	54	—
Gaff	46	47
Sail area, N. Y. Y. C. rule	7,381	7,384

Genesta longer than the Puritan..... 3.04 ft.
Genesta longer on water line..... 0.05 ft.
Puritan wider than the Genesta..... 7.58 ft.
Puritan less draught..... 3.05 ft.
Genesta greater displacement..... 45 tons.
Genesta greater ballast on keel..... 43 tons.
Puritan greater sail area..... 586 sq. ft.
Puritan greater height of sail plan..... 4.99 ft.
Puritan greater base of sail plan..... 4.91 ft.
In a heavy sea, the Genesta's slowness and great depth should give her an advantage over the Puritan. It will have been observed that the latter's beam is not far from one-fourth of her length, or that she is nearly one-half heavier than the Genesta, whose length is about six and one-third times her beam. To express it in another way, the equipoise of the typical English cutter has gradually been transferred from her sides and fastened in metallic chunks to her keel; and her increased depth calls

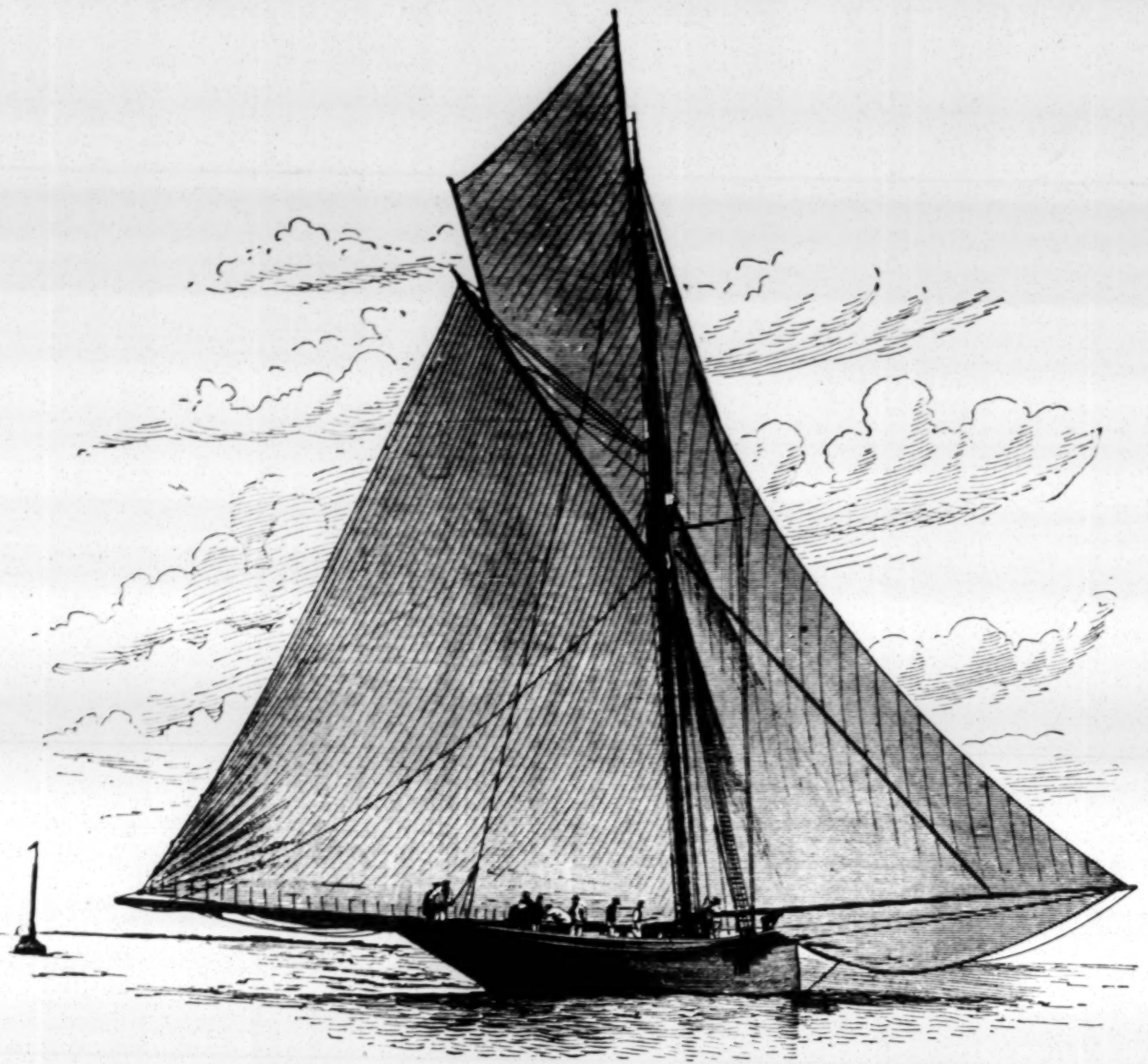
for deep and rough water to give greatest effect to her dead weight, or momentum.

THE RACE ON SEPT. 7 "NO RACE."

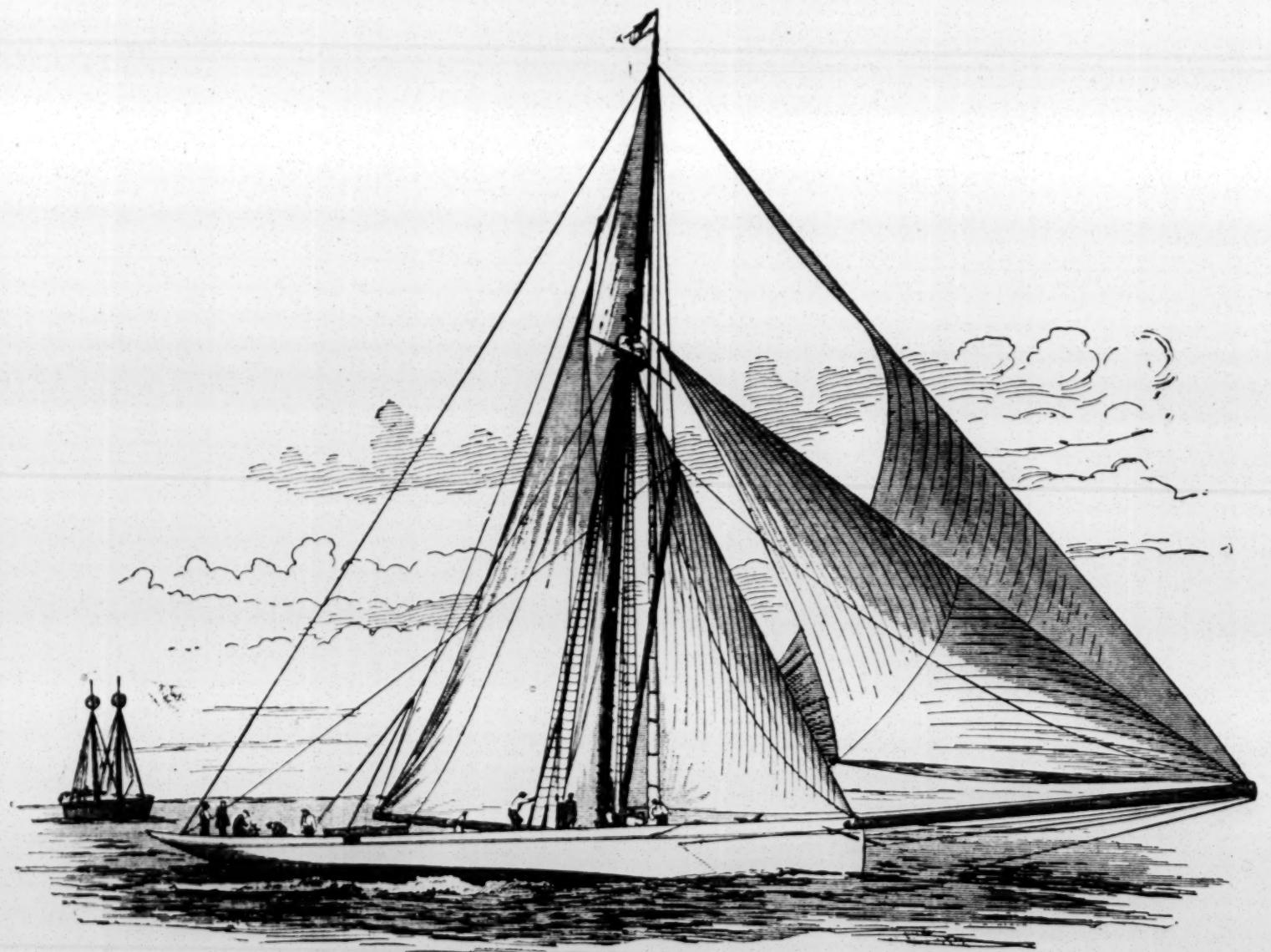
Hazy Weather and a Light Wind.

The Puritan Looks Easily Winner—She Always Outfoots and Generally Outpoints—The Genesta Superior at Pivoting in Stays.

The Upper and Lower Bays, as well as the Horse-shoe, exhibited a memorable sight at dawn. Nothing like it was ever seen before, imposing as have been the gathering of all sorts of craft in our harbor and along its sandy reaches on the prior occasions when the America's Cup was regarded as in jeopardy.



THE ENGLISH YACHT GENESTA, PHOTOGRAPHED WHILE IN MOTION.



THE PURITAN OFF SCOTLAND LIGHTSHIP IN THE TRIAL-RACE, AUG. 21, WITH THE PRISCILLA.

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were victorious both games; scores 9 to 3 and 9 to 4, respectively. The visitors say that if the Williams County club had not been so badly outplayed, they yet tackled . . . On the Milton (Pa.) grounds Sept. 4 the home team was defeated by the Williams Port Club by 19 to 3. . . . Some time ago the Butte Club challenged the Portland, Oregon, Club to play a series of games in the latter city. In response to a challenge from the Portland Club, the Butte Club accepted the Portland Club, in which, after apologizing for the delay in answering, he states that it would not pay the Butte Club to go there this season; that it would be taking too great a risk to guarantee the expenses and be at the mercy of the rainy season. . . . The Portland Club, however, was not deterred from Portland and Denver, as it consists of some fine players. . . . The St. Joseph and Hastings Clubs met in St. Joseph, Mo., Aug. 28, 29 and 30, when the former team won the three games by scores of 9 to 6, 8 to 2, and 11 to 1. The Hastings Club disbanded Aug. 31, and the St. Joseph Club has been reorganized. . . . This, I believe, is the last victory for the net rep of

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This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark smudge near the center. A dark horizontal band is visible along the bottom edge, possibly indicating the binding or the edge of the book.

track and good attendance.

RACING IN CHICAGO.

last: Purse \$400, for two-year-olds, colts and geldings, open.

rather pleasantly cool, assembly
cost: Purse \$400, of which \$100

...ing day; weather clear and
and track somewhat heavy; P.

BRACANSETT PARK MI

... fifth heat's) second. Kelsie

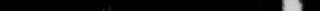
Time, 2:20, 2:23, 2:20½, 2:20
class 2:20. Black Cloud is

—101, first, in 1:58; Bontr
e length: Mollie, Walton

LATEST BY TELEGRAPH

Richmond's, Adah—St. Louis, Mo., Sept. 7-12, 1914.
 Rentz-Santley—Newark, N. J., Sept. 14-19.

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Crazed by the wild winds of applause it evoked, the superannuated balladist and would-be serio-comics, who are ever ready to appropriate other people's brain-work, began plotting to take my act, thus hoping to obtain engagements from managers by offering them what they had taken from me. They will fail. For no respectable manager will be a party to such a scheme. Strong language, perhaps, but not more severe than is called for. I have known of cases ("Dixey's," for instance) where a song has been stolen, but here is an act taken outright even to the stage and properties. I ask all honorable managers to aid me in stamping out these appropriators by refusing them work. My Attorneys have the matter in hand, and will prosecute all parties who infringe my rights, and hold managers personally responsible who permit the act to be performed in their theatres. Respectfully,
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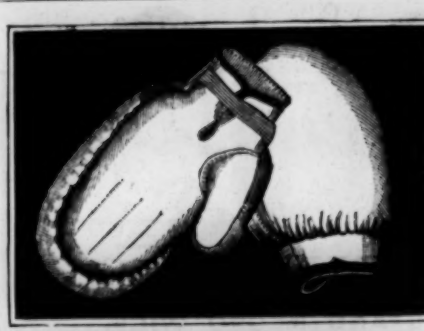
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